the few:
african skies

Ecthelion²

2014

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add-on for the game The Few

Ecthelion[2]
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Photographies for this supplement are used from wonderful website https://chindits.wordpress.com/ with kind approval of its author.

"Tobruk - the fortress of Tobruk - which yanks any German advance on Egypt, we hold strongly. There we have repulsed many attacks, causing the enemy heavy losses and taking many prisoners. That is how the matter stands in Egypt and on the Libyan front."

Winston Churchill, 27th April 1941

This add-on for The Few game presents the opportunity for players to play another campaign after, or instead, the Battle of Britain. It presents new aircraft (because there were different planes in use) and missions, as well as entirely different setting and stories. All rules from the original game also apply for the new campaign.

The campaign starts in besieged Tobruk. Pilots fly desperate missions against overwhelming odds. Players can create new pilots, who are assigned to this battlefield, or can use their old pilots from the Battle of Britain campaign, if they are still alive or were for example discharged for wounds and now are re-activated, or got away from prison camp. Those veterans could be, after the end of Axis offensive over Britain, pulled from their old units and reassigned to 73 Squadron which is leaving for North African shores. A few of the German squadrons which fought over rainy Albion were also relocated to Tobruk. You can meet the old acquaintances from the other side under the African sky. Perhaps it is here where you will finally settle the score with your old nemesis.

This add-on is primarily focused on Siege of Tobruk (because of the possibility to use pilots form Battle of Britain). However, if you want to, you can use it to play the whole North African Campaign from the beginning (and battles of biplanes against each other) until the end in 1943 . . . or any part of it which you find interesting. For example, your pilots can be assigned to the small airfield in oasis deep in the desert and with limited resources to fight their own small war against German task force led by German ace, which shoots down Allied transport aircraft. Only a few aircraft are available and mechanics have to repair all damaged ones.

Good luck!

North Africa Campaign

Na začátku afrického tažení jsou k dispozici následující stroje:

RAF: Gloster Gladiator II, Hurricane Mk IIB Trop., Bristol Blenheim

Regia Aeronautica: Fiat CR. 42 Falco, Macchi-Castoldi M.C.200AS Seatta, Savoia-Marchetti SM 79 Sparviero

1940

June 10: The Kingdom of Italy declares war upon France and the United Kingdom. British forces start to commence raids against Italian positions.

September 13: After the long delay Italian forces finally invade Egypt from Lybia, but are lacking resources to continue the offensive. Three days later, they are forced to stop and dig themselves up east of Sidi Barrani.

December 9: British and Indian forces launch the Operation Compass (offensive against divided Italian forces, ending in total rout for Italians). British forces capture Sidi Barrani back the next day and Sollum on December 16.

1941

January 5: British offensive continues. Bardia is captured by British and Australian force.

January 22: Tobruk is captured by Allies, Derna falls on January 30.

February 6: Fall of Benghazi to the British forces. What is left of Italian Tenth Army surrenders the next day. *[February 1941, arrival of Curtiss P-40 Warhawk]*

February 9: British advance stops at El Agheila allowing the withdrawal of troops to defend Greece. During the 10 weeks of fighting the outnumbered Allied force destroyed Italian forces and took 130,000 prisoners of war in the process.

February 14: Operation Sonnenblume begins, first units of the German Afrika Korps start to arrive to Libya. *[arrival of Messerschmitt Bf 109 E, Messerschmitt Bf 110, Junkers Ju 87 Stuka and Dornier Do 17]*

March 24: German forces under the command of Erwin Rommel start offensive, Allied forces at El Agheila are defeated and must withdraw.

April 4: Benghazi is captured by Axis.

April 10: Siege of Tobruk begins with the Australian, British and Indian forces defending it.

April 15: Rest of the British forces are pushed back to Sollum on Egyptian border with Libya.

May 15: British troops launch the Operation Brevity to push Germans back from Sollum and capture the strategic Halfaya Pass.

May 16: Operation Brevity called off. Allied forces fall back onto the Halfaya Pass, captured the previous day.

May 26: German forces launch Operation Skorpion and recapture Halfaya Pass the next day. British troops are forced to withdraw.

June 15: British and Indian troops launch unsuccessful offensive (Operation Battleaxe).

November 18: New British commander, Auchinleck, starts an offensive with British, Indian, South African and New Zealander forces (Operation Crusader). Rommel is forced to withdraw his forces to Gazala, west of Tobruk, after a heavy fight. *[November 1941, arrival of first Macchi-Castoldi M.C.202AS Folgore]*

December 7: Tobruk siege relieved by British 8th Army.

December 13: Allies attack the German positions around Gazala. Rommel orders withdrawal from Gazala line three days later.

December 24: British forces capture Benghazi.

December 31: Frontline stops again at El Agheila.

1942

January 21: Rommel's second offensive begins. Agedabia and Bengazi falls to Axis hand until the end of January.

February 4: Frontline is established between Gazala and Bir Hakeim.

May 26: Axis forces assault the Gazala line, and force the British to fall back after Battle of Gazala and Battle of Bir Hakeim.

June 21: Tobruk is captured by Axis forces.

June 28: Mersa Matruh in Egypt falls to Axis forces.

June 30: Axis forces reach El Alamein and attack the Allied defences, but are stopped in First Battle of El Alamein, which rages through the July. *[June 1942, arrival of first Messerschmitt Bf 109 F]*

August 30: Rommel launches unsuccessful offensive and is stopped at Battle of Alam el Halfa. *[August 1942, arrival of Supermarine Spitfire VC (trop)]*

October 23: Montgomery launches Operation Lightfoot starting the Second Battle of El Alamein, Axis lines are broken on November 5 and Rommel is forced to withdraw once again. *[October 1942, arrival of North American B-25 Mitchell bomber]*

November 8: Operation Torch is launched, Allied forces land in Morocco and Algeria.

November 9: Sidi Barani is captured by British Eighth Army followed by Tobruk (November 13), Derna (November 15) and Bengazi (November 20).

November 27: Allied advancement from Algeria is halted between Terbourba and Djedeida, 12 miles from Tunis, by Axis counterattack and First Army is forced to withdraw east of Medjez el Bab.

December 12: Eighth Army starts an offensive from the east towards Axis forces near El Agheila and captures Sirte on December 25.

1943

January 23: Tripoli is captured by British Eighth Army.

February 4: Axis forces in Libya are forced to retreat to Tunisian border, south of the Mareth Line.

February 14: Axis advance against First army in the west and succeed in defeating inexperienced American and French soldiers on few occasions, most notably at Kasserine Pass on February 19.

March 16: British Eight Army begins offensive against Mareth line.

March 26: Eighth Army outflanks the Axis positions at Mareth and make them untenable.

April 6: Right wing of First Army links with Eighth Army.

May 7: British enter Tunis, Americans enter Bizerte. Axis resistance collapses.

May 13: Axis Powers in North Africa surrender in Tunisia, yielding over 275 000 prisoners of war. The invasion of Sicily followed two months later.

SICILY
GREECE
BIZERTA
TUNIS
MALTA
KASSERINE
MEDITERRANEAN
CRETE
MARETH
SEA
TUNISIA
TRIPOLI
DERNA
GAZALA
TOBRUK
SIDI BARRANI
MERSA MATRUH
BENGHAZI
JEBEL AKHDAR
BARCE
SOLLUM
SIRTE
BIR HACHEIM
BIR EL GUBI
EL AGHEILA
EL ALAMEIN
LIBYA
EGYPT

The Siege of Tobruk

(April 11, 1941 - November 27, 1941. 240 days)

„Good Friday. Continuous air raids all day. Very heavy artillery barrage all afternoon. Tank battle four miles south. Saw our tanks on fire [. . .] We are now surrounded."

Diary of Captain Harold Johnstone

The Allied army was defeated on March 24, 1941 near El Agheila and was retreating back to Egypt as German and Italian army under General Erwin Rommel was advancing. Benghazi fell to their hands on April 4. By April 11, 1941, Axis forces reached Tobruk, held by Australian soldiers, while rest of the British army retreated to the east. The possession of Egypt and Suez Canal was critical to the fate of the British Empire, because it was a vital artery linking Britain to its possessions in India, Far East and Africa as well. If it would be lost, capacity of Great Britain to wage war against Hitler´s Third Reich would be crippled.

Tobruk was critical for the defence of Egypt and Suez Canal itself. It was the only significant port between Tripoli and Alexandria, which was capable of unloading big ships with supplies. If Rommel would have been able to capture it, his supply routes would have shorten by 1500 kilometres, because all supplies for Afrikakorps now had to be brought overland through the desert from the port of Tripoli. Existence of Allied stronghold which threatened his supply routes in his back also meant that he had to divide his forces and lay a siege of the city. He was unable to attack across Egyptian border before the Tobruk was captured.

Tobruk was subject to ground assaults and almost constant shelling and bombing. Australians dig up and defended the city with outstanding courage. They were outnumbered and out-gunned, but held up. The Nazi propaganda called them "The rats of Tobruk" and defenders took the name as their own.

Tobruk was defended by the reinforced Australian 9th Division under the command of Lieutenant General Leslie Morshead for most of the duration of the siege. After five month, during September, they were gradually withdrawn and replaced by force consisted of the British 70th Infantry Division, the Polish Carpathian Brigade and Czechoslovak 11th Infantry Battalion (East) under Major-General Ronald Scobie. Some Australians soldiers could not be evacuated and stayed until the end of siege.

The role of The Tobruk Ferry Service, made of Royal Navy and Royal Australian Navy ships, was very important in the defence. It provided gun support, ferried supplies and fresh soldiers in to the besieged city and ferried the wounded out. They had to arrive, unload its cargo and depart under the cover of darkness, because Axis had the advantage of strong air support, while the defenders had little air support because of relative remoteness of friendly air bases.

MEDITERRANEAN SEA
AZALA 25 MILES
TOBRUK
FORT AIRENTE
TOBRUK HARBOR
FORT SOLARO
FORT PILASTRINO
BIR EL GUBBI AIRFIELD
FORT MARCUCCI AIRFIELD
BIANCA
KING'S CROSS
70 BARCA 60 MILES
TO EL ADEM 3 MILES
TOBRUK

1.

RAF

„At lunch time we were in the thick of it again and Junkers dive-bombers appeared all over the sky. We engaged one by shrapnel control, but our fuse was too short. Then one came, sensationally straight at us, dived to a few feet off the ground and went clean through our position with machine-guns blazing. We filled him up with machine gun bullets and smoke came pouring from him as he staggered and side-slipped, regained control and disappeared over the brow of the hill. This we claimed as ours without dispute.

A Hurricane came tearing in, shot one down, banked steeply and pounced on another which he shot down in flames – we cheered madly. Then four Messerschmitt 109s appeared from nowhere and all went for our lone Hurricane, which put up a terrific dog fight, but turned tail and rushed for the aerodrome with smoke coming out, but still under control. We engaged the Me.109 which had been chasing the Hurricane and put in some effective bursts, the result of which could not be properly observed owing to clouds of dust. 153 battery shot one down in the harbour too – so it was a great party."

Diary of Kenneth Rankin, April 11, 1941

There were three aerodomes in Tobruk – airfield Bir el Gubbi with two landing fields, Tobruk town landing field close to water (it was obstructed by disused vehicles and broken down tanks) and El Achorma aerodome. At the beginning of the battle, there was 73rd Squadron (which arrived from England after end of the Battle of Britain) operating from el Gubbi airfield and 6 Squadron stationed at El Achroma. Both were equipped with Hurricanes. There was also 55th Squadron with its Bristol Blenheims stationed in Tobruk.

Airfield at El Achroma had to be abandoned after beginning of the siege and all squadrons operated from el Gubbi aerodome. Germans and Italians began carrying bombing attacks on shipping, the town itself and troop positions. All aircraft had to be kept in underground bunker hangars and airfield itself was under regular and intense shelling from enemy artillery. Most of the times, there were only few operational Hurricanes, which stood against overwhelming odds in the air. Germans (including three squadrons moved here from France after end of the Battle of Britain) were based in Salala, only 20 miles from Tobruk, and at airfields in El Adem and Gazala. Every time some British aircraft was reported starting, German Bf 110s took off and waited on the plane when it tried to land. British experienced heavy loses, both on pilots and aircraft, but RAF operated from encircled Tobruk during the whole siege. 6th Squadron took particularly terrible loses and had to be replaced by No. 451 R.A.A.F. Squadron at the end of June.

Missions

Sweep

Most of the missions were simple defensive missions against bombers that raided the besieged city few times a day. British planes have to often face the enemy superior in numbers after beginning of the siege.

Recoinissance

Airplanes have to observe enemy positions and find out whether enemy is preparing an assault or not. Interceptors are sometimes equipped with photocameras for these flights and often have to fight their way back against Axis interceptors.

Destroing the Panzers

Enemy Panzers (tanks) are the deadliest weapon of the Germans. They can overrun defensive positions of the Australian infantry and after initial battles, where British tanks stopped German onslaught, there is not enough tanks to hold the whole line. Planes with bombs under the wings are often the only means to stop the Panzer attack.

Ground target attacks

Interceptors are often tasked with attack the enemy ground position – they have to attack the strongpoints in enemy line and positions of artillery with bombs and machine guns, support the British attack, attack the enemy trucks with supplies or attack the enemy airfields (which are very heavily defended with AA guns and such mission is considered a suicide).

Convoy escort

Interceptors have the task to provide air cover for approaching ship convoy and shoot down the bombers that threatens it. Pilots have to fly around Allied ships and thwart the enemy attempts to sink or damage them.

Ship attack

Enemy supply ships, torpedo boat or U-boat have been spotted in range of Tobruk interceptors and they have to attack it or provide air cover for bombers tasked with attack.

Aircraft shot down

When the mission took place above the besieged city, if a plane is shot down, the pilot is saved on the roll of 4, 5 or 6. If he is shot down above the sea or in the desert further away from the city, the pilot only survives on a roll of 5 or 6 (otherwise he dies in the cockpit, his parachute won´t open or he dies of thirst and exposure in the desert). Furthermore, if he is shot down in the desert, it also means that pilot ends up in the enemy territory.

2.

Base

„Tobruk town then consisted of a single bomb-and-shell-shattered street, and the civilian inhabitants had long since been evacuated. All of the area contained within the perimeter was barren desert, with sparse camel scrub - no olive and fig groves, and no sheep grazing on rough pasture as there are now.

There was a spring on a hillside overlooking the harbour from which water trickled in two iron pipes protruding from a rockface. The water was horribly brackish: it made your whisky - if you were lucky enough to have any - taste disgusting, and it curdled the condensed milk in your tea as soon as you poured it."

Peter Willett, Second Dragoon Guards

Operational Headquarters of RAF was located in local Tobruk hotel. It was very modern, and contained very up to date furnishings, but more important, it also had a basement where there were two walls built very close together, so it served as air raid shelter. Raids were very frequent, especially at night. Electric light in hotel was still functioning at the beginning of the siege, but not for long. For pilots, the hotel, airfield and their bed at barracks are probably the place where they spend the day, if they are not currently on the mission.

The living conditions in besieged Tobruk were harsh. Enemy artillery had good view on Tobruk, so the whole area was under enemy artillery fire. There was no place to hide from bombardment. Bread and water were scarce, bread crumbs and water were strictly rationed. There was virtually no possibility of washing yourself. The desert wind, hamsin, aggravated the scorching hot weather and everything was infested with rats, bugs, scorpions, tarantulas, snakes and flies.

Personal scenes

Unlike Britain, pilots do not live normal lives outside the cockpit. In Tobruk, they are stuck in war zone, where Axis artillery and bombers attacks positions of defenders a few times a day and pilots can be killed not only in the cockpit or by accident, but also on the ground.

A few examples of personal scenes:

- Mechanics struggle with repairs of damaged airplane and pilot must get his hands dirty and help them to make it ready for the mission (roll on Soldiering).
- Pilot visits wounded friend in hospital who blames him for his injury. Pilot tries to persuade him otherwise (roll on Personality).
- Pilots are stuck in air raid for two days of uninterrupted artillery fire and struggle to keep their spirit up (roll on Personality).

- Pilot volunteer to get supplies to frontline soldiers. It is supposed to be routine trip, but the Italians commence an attack and pilot have take his rifle and defend himself (roll on Soldiering).

- Pilot falls in love with a nurse, who came with one of the supply ships. Will he win her heart over(roll on Personality)? What will he do when he finds out that nurses can´t stay and must leave with the ship in a few days?

- Young officer refuses to fly his plane today, because he´s afraid to die. Pilot must use his authority to persuade him to fly, before morale falls apart and the officer himself is arrested (roll on Soldiering).

- During the raid the AA gunner right next to the pilots is shot and killed. They have to man the AA-gun to counter the incoming bombers (roll on Soldiering).

- Squad leader tries to push the paperwork a little bit, in order for his unit to receive raised rations of food and maybe even some water to wash themselves (roll on Soldiering).

- Someone has sabotaged one of the planes. It appears that an enemy spy has infiltrated the base.

- An aircraft is badly damaged and pilot have to land on the wrong side of the front-line. He tries to cross it during the night, to avoid the enemy patrols and to evade capture (roll on Soldiering).

3.

Planes

Regia Aeronautica

Fiat CR. 42 Falco

Although this agile biplane was an equal opponent for Gloster Gladiator, it stood no chance against more modern adversaries.

Special Rules

The plane has 12 points of ammunition.

It gives +1 bonus to Piloting because of its exceptional agility.

Obsolete: This aircraft is hopelessly outdated and modern planes clearly outclass it. It uses all it's special rules when fighting other obsolete aircraft. It has -4 penalty to both Piloting and Shooting when fighting modern planes (all planes that do not have the Obsolete special rule).

Macchi-Castoldi M.C.200AS Saetta

Main Italian interceptor of the North Africa campaign. Notwithstanding the fact that it was very agile and pleasant to fly with, its weaponry was absolutely inadequate and it lacked the engine power.

Special Rules

The plane has 12 points of ammunition.

It is joy to fly it, but it's performance is simply not sufficient (the engine is weak). It gives a -1 penalty to Piloting.

The plane has only two machine guns – in case of a hit, the player must roll one six-sided dice. The enemy is only damaged on a roll of 3-6. If the result is 1-2, the enemy plane is not damaged (the caused damage is not serious enough).

Macchi-Castoldi M.C.202AS Folgore

One of the best (and often wrongly underestimated) Italian interceptors of the war. It remedied most of the flaws in the design of its predecessor and in small numbers it performed very well on the African theatre.

Special Rules

The plane has 10 points of ammunition.

It gets +2 bonus to Piloting when trying to tail an opponent or shake him off, the Immelman or landing with the damaged plane.

It is prone to frequent jamming of the machine guns. The weapons are jammed, when shooting roll consists of any combination of 1s and 2s.

Savoia-Marchetti SM 79 Sparviero

It became clear that this bomber is clearly vulnerable to modern interceptors during the North Africa campaign. As a result they were mostly bombarding distant oasis in the desert or were used as torpedo-bombers against the shipping of the Allies.

Special Rules

It gives +1 bonus to Piloting because of its speed.

Obsolete bomber: This aircraft is hopelessly outdated and modern planes clearly outclass it. It uses all its special rules when fighting other obsolete aircraft. It applies penalty for plane loaded with bombs regardless of the fact whether it is loaded or not when fighting modern planes (all planes that do not have the Obsolete special rule).

Luftwaffe

Messerschmitt Bf 109 E („Emil“)

It was the most used interceptor of Luftwaffe during North Africa campaign. It had a very good ability to climb, but also a couple of devious features that required the hand of an experienced pilot.

Special Rules

The aircraft has 8 points of machine-gun ammunition.

Aside of the machine-guns, Messerchmitts also have three cannons, one mounted in the centre of the propeller and two on the wings. These cause 2 damage instead of the typical 1, meaning they shoot down an interceptor in a single hit. The aircraft carries 3 points of cannon ammunition and can shoot them only when tailing an opponent. (It can shoot the machine guns at any time.)

Messerschmitt Bf 109 F („Friedrich“)

Redesigned version of main Luftwaffe interceptor with new avionics and weaponry design. Little by little, the squadrons in Africa were equipped by this new plane. They were issued preferably to squadron leaders. It was a deadly weapon in the hands of an experienced pilot, but mediocre pilots struggled with this new version more than with the E version.

Special Rules

It has 8 points of ammo for both the machine guns and the cannon.

It gets +1 bonus to Piloting when trying to tail an opponent or shake him off, the Immelman or landing with the damaged plane.

Bf 109 F has two machine guns over the engine and one 20 mm cannon firing through the rotor. It always fires all weapons, regardless if it is tailing someone or not. When it hits the opponent, roll a single six-sided dice. On the roll of 5-6 it causes 2 damage instead of the typical 1 (meaning it shoots down an interceptor in a single hit), on the roll of 1-4 it causes only 1 point of damage.

Messerschmitt Bf 110

Bf 110 was used as long range bomber and for tactical bombing and ground attack roles in Africa.

Special Rules

The aircraft carries 8 points of machine-gun ammunition.

It has two heavy cannons (see Bf 109E for more details) with 4 points of ammunition.

It has a tail machine gun that can shoot (but with no bonuses) at anyone who targets an action against the aircraft.

It gets a −2 penalty to Piloting when performing actions, being heavy and difficult to handle.

Junkers Ju 87 Stuka

A very solid plane, exceptionally effective against ground targets. It's poor maneuverability, slowness and lack of defensive armament made it very vulnerable against enemy interceptors. Italian air forces used it in North Africa under name of Picchiatelli.

Special Rules

It has 2 points of damage, the same as interceptors.

AA gunners get no bonus, when Ju 87 chooses "direct approach" during attack against ground targets.

It has a dorsal machine gun that can shoot (with no bonuses) at any plane that tails the aircraft.

It has penalty -2 to Piloting, extended by another -4 when loaded with bombs.

Dornier Do 17

A medium bomber that is exceptionally manoeuvrable at low altitudes. Replaced by the Ju 88 in the fast bomber role. Primarily used in recon/special missions.

Special Rules

The aircraft only has a -2 to piloting with no altitude markers.

RAF

Gloster Gladiator II

This fast biplane was main British interceptor in thirties, but already then it was conceptionally obsolete. From beginning of the war, it was used against more modern planes and fought bravely, despite heavy loses. After its replacement in role of front-line interceptor, it was used in ground attack role.

Special Rules

The aircraft has 12 points of machine-gun ammunition.

It gets +1 bonus to Piloting when trying to tail an opponent or shake him off, the Immelman or landing with the damaged plane.

Obsolete: This aircraft is hopelessly outdated and modern planes clearly outclass it. It uses all its special rules when fighting other obsolete aircraft. If fighting modern planes (all that do not have the Obsolete special rule) than it have -4 penalty to both Piloting and Shooting.

Hurricane Mk IIB Trop.

Tropicalised version of Hurricane Mk II armed with powerful battery of twelve machine guns in wings. It is especially effective against slow bombers.

Special Rules

The aircraft has 12 points of machine-gun ammunition.

Both when tailing and not tailing someone it gets +1 to Shooting. If it is tailing a bomber, bonus +2 is used instead (it is a big and still target).

Curtiss P-40 Warhawk (Tomahawk/Kittyhawk)

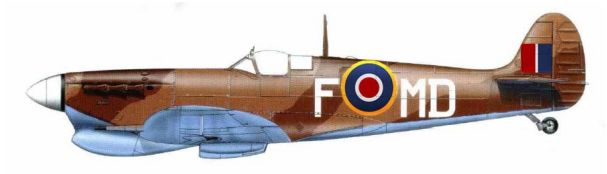
This American-made interceptor was very powerful in low altitudes, but was slow when flown in higher altitudes. It was therefore not suitable for European theatre, but in North Africa where planes were flying lower, it was very successful and was able to stabilise the situation, until tropicalised Spitfires were available.

Special Rules

The aircraft has 10 points of machine-gun.

It is very agile in lower altitudes. It gives bonus +1 to Piloting.

It is very hard to pilot in higher altitudes. It gets -1 penalty to Piloting for every altitude token it has.



Supermarine Spitfire VC (trop)

Tropical version of Spitfire VC, armed with two 20mm cannons, that took part during the last part of the campaign.

Special Rules

The aircraft has 8 points of machine-gun.

Because of the usage of Vokers filters, this version is not so agile as other Spitfires and therefore it cannot use bonus on manoeuvring.

Spitfire VC also have two cannons in the wings aside of the machine--guns. The cannons cause 2 damage instead of the typical 1, meaning they shoot down an interceptor in a single hit. The aircraft carries 3 points of cannon ammunition and can shoot them only when tailing an opponent. (It can shoot the machine guns at any time.)

Bristol Blenheim

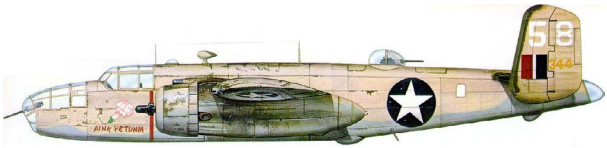
A twin-engine light bomber which was very modern in the thirties, but already obsolete when actually used at war. It served in North Africa as both a day- and a night bomber, but proved to be too vulnerable and many planes and crews were lost.

Special Rules

This plane is vulnerable to A-A fire. In the case of a Straight approach when attacking ground targets, the AA-guns have +3 bonus against it. Even when the plane chooses an Evasive Approach, the AA-guns have +1 bonus.

It has a dorsal machine gun that can shoot (with no bonuses) at any plane that tails the aircraft.

Obsolete bomber: This aircraft is hopelessly outdated and modern planes clearly outclass it. It uses all its special rules when fighting other obsolete aircraft. It applies penalty for plane loaded with bombs regardless of the fact whether it is loaded or not when fighting modern planes (all planes that do not have the Obsolete special rule).



North American B-25 Mitchell

An American made twin-engined medium bomber with incredible long range. It arrived in Africa just in time to take part in the Battle of El Alamein and Allies have used it with devastating effect ever since.

Special Rules

The aircraft can suffer 3 points of damage instead of the usual 2; it has the ability to endure incredible damage.